**VisiCan.EU User Manual**

## 1) Package & Package Contents

a) VisiCan.EU Display Unit


c) USB TTL Interface

b) OBD & Power Cable or CanGateway Cable

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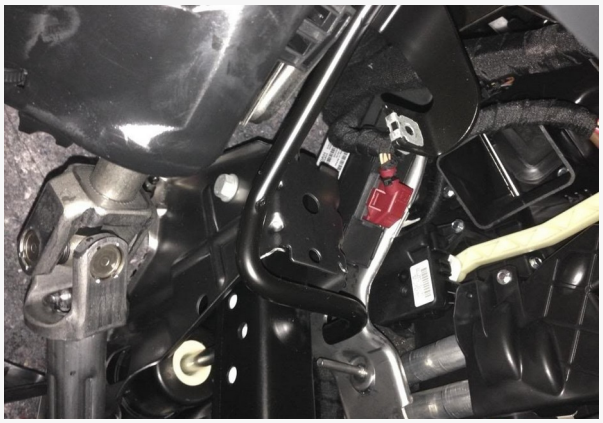
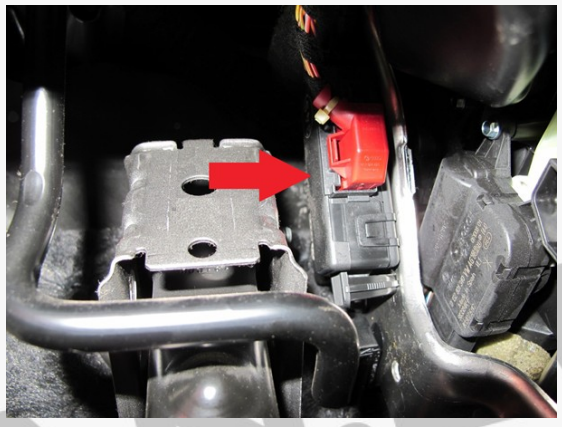
## 2) Power & Connection Info :

With CanGateway cable, VisiCan gets Switched Power ( Accessorie Power ) from CanGateway which is switched On by ignition. ( VAG 2005 – 2012 2.0T FSi Models Only )

To access CanGateway, You have to dismantle covers below dashboard and steering wheel, above drivers footwell. Then you can reach Can Gateway, and place our can-gateway cable between can gateway and can gateway's wiring harness.





If you are using OBD & Power Cable, Just plug Socket to Obd port. Obd Port has 12V Battery power or Switched ACC Power .

## 3) Memory :

VisiCan.EU stores your Display Mode, and Day / Night or Brightness Settings in flash memory, so you always see last screen layout when you turnover your car. Even you remove and refit battery your settings will be remembered...

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**4) Buttons :**

4 Buttons are located at top of VisiCAN.EU Display, and hidden inside alacantara cover to protect ingress from dust.

From Left to Right :
Button #1 Change Screen Display Mode To Left / Decreases Display Mode Number
Button #2 Day / Night Backlight Mode
Button #3 Brighness Change / Extra Command Button
Button #4 Change Screen Display Mode to Right / Increases Display Mode Number

**5) Ports :**

JTAG Programming & TTL Ports are hidden Behind VisiCan.EU. JTAG ports are used by our dealer and technical services for firmware updates. TTL port can be used for USB – TTL Interface for Firmware updates and Logging.

**6) Backlight Mode :**

You can change Background Color to white at Daytime or Black for low outside light conditions. Text, Line and Bargraph colors change color From Black to White accordingly.

With Can Gateway Cable and 2.0T FSI Engine's, There is an Auto Background mode, that changes mode automatically according to Headlight status.

**DAY MODE**

| RETARD 0.0 | | A/F RATIO 14.7 | |
|---|---|---|---|
| HPFP 30 | IGN 25.5 | INJ 0.51 | BOOST -65 |
| CTS 93 | OILT 95 | EGT 400 | IAT 25 |

**NIGHT MODE**

| RETARD 0.0 | | A/F RATIO 14.7 | |
|---|---|---|---|
| HPFP 30 | IGN 25.5 | INJ 0.51 | BOOST -65 |
| CTS 93 | OILT 95 | EGT 400 | IAT 25 |

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## 7) Display Modes & Mode Numbers :

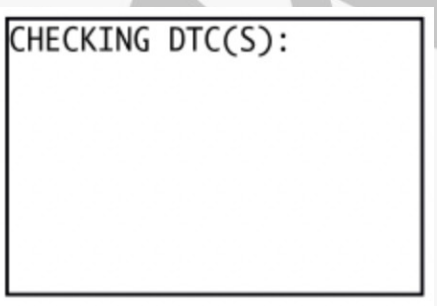
0) OFF Mode
1) DTC Reading / Clearing Mode
2) General View Mode
3) Retard Detail Mode
4) Misfire Detail Mode
5) Boost & Torque Detail Mode
6) Temparature Detail Mode
7) ... Various Display Modes
Last ) Performance Monitor Mode 0 - 100 / 60 - 160 / 100 - 200 km/h Acceleration Timers

### 0) OFF Mode ( Only in Models with Can Gateway Connection )

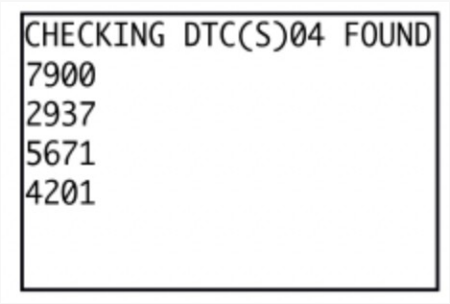
No CanBus Communication, In this Mode, you can connect VCDS or even Remap your car, etc.

### 1) DTC Reading / Clearing Mode

VisiCan.EU connects with Engine Control Unit and requests a list of DTC's recorded in Engine Control Unit.




After retreival of DTC List from Engine Control Unit, Number of DTC's and, List of DTC's will be shown on screen.




If you Press Button #3 VisiCAN.EU Sends DTC Clear command to Car ECU.
In some cars, command will just clear Engine Control Units Recorded DTC, but in some cases ( newer cars / protocols ) same command clears All control units Recorded DTC's.

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## 2) General View Mode & Abbreviations

| KWX | | AFR | |
|---|---|---|---|
| 0.0 | | 14.7 | |
| HPF | IGN | INJ | BST |
| 30 | 25.5 | 0.51 | -65 |
| CTS | O.T | EGT | IAT |
| 93 | 95 | 400 | 25 |

**KWx** : Max Knock Ignition Retard,
Maximum of All Cylinder Knock Retard Values.
White : Retard < 3.0
Orange : 3.0 < Retard < 6.0
Red : 6.0 < Retard

| KWX | | AFR |
|---|---|---|
| 0.0 | | 14.7 |
| HPF | IGN | BST |
| 30 | 25.5 | -65 |
| IAT | EGT | O.T |
| 25 | 400 | 95 |

**AFR** : Actual Air Fuel Ratio Read From O2 Sensor
Converted from Ecu internal Lambda value 14.7:1
White : Target AFR - 0.4 < Actual AFR < Target AFR + 0.4
Orange : Target AFR - 0.5 < Actual AFR < Target AFR + 0.5
Red : Target AFR – 1.0 < Actual AFR < Target AFR + 1.0

**HPF** : High Pressure Fuel Pressure / Rail Pressure ( Bar )
White : Target HPFP - 4bar < Actual HPFP < Target HPFP + 4bar
Orange : Target HPFP - 5bar < Actual HPFP < Target HPFP + 5bar
Red : Target HPFP - 10bar < Actual HPFP < Target HPFP + 10bar

**IGN** : Ignition Timing, Positive Values ( Before TDC )
Bargraph Range : -12.0 – 50.0

**INJ** : Median Injection Timing ( ms )

**BST** : Actual Manifold Pressure ( kpa )
Bargraph Range : -100 – 200 kpa

| RPM | | AFR | |
|---|---|---|---|
| 1650 | | 63.5 | |
| FRP | MAF | INJ | BST |
| 58 | 441 | 0.69 | 15 |
| CTS | O.T | EGT | IAT |
| 93 | 95 | 400 | 25 |

**CTS** : Coolant Temp, ( Celcius )
Blue : CTS < 75 C
White : 75 < CTS < 95 C
Orange : 95 < CTS < 108 C
Red : 108 < CTS

**O.T** : Oil Temp, ( Celcius )
Blue : OILT < 75C
White : 75 < OILT < 105 C
Orange : 105 < OILT < 115 C
Red : 115 < OILT

**EGT** : Exhaust Gas Temperature ( Celcius )
White : EGT < 900 C
Orange : 900 < EGT < 950 C
Red : 950 < EGT

**IAT** : Intake Air Temperature ( Celcius )
Blue : IAT < 20C
White : 20 < IAT < 35 C
Orange : 35 < IAT < 50 C
Red : 50 < IAT

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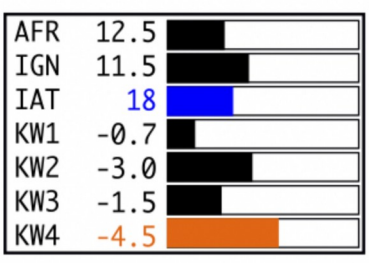
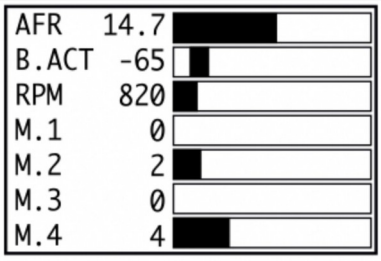
## 3) Various Detail Modes & Abbreviations

**KW1** : Knock Ignition Retard, Cylinder #1
White : KW1 < 3.0
Orange : 3.0 < KW1 < 6.0
Red : 6.0 < KW1
Bargraph Range : 0.0 – 10.0

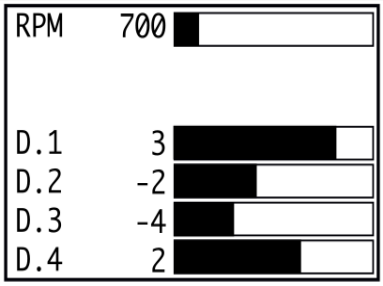



**KW2** : Knock Ignition Retard, Cylinder #2
White : KW2 < 3.0
Orange : 3.0 < KW2 < 6.0
Red : 6.0 < KW2
Bargraph Range : 0.0 – 10.0

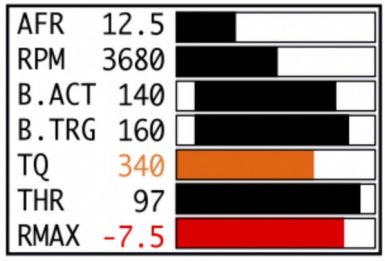



**KW3** : Knock Ignition Retard, Cylinder #3
White : KW3 < 3.0
Orange : 3.0 < KW3 < 6.0
Red : 6.0 < KW3
Bargraph Range : 0.0 – 10.0

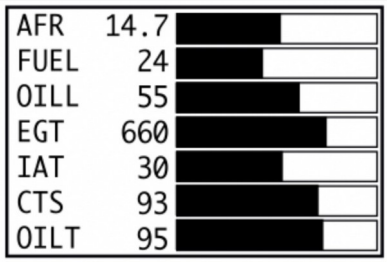
**KW4** : Knock Ignition Retard, Cylinder #4
White : KW4 < 3.0
Orange : 3.0 < KW4 < 6.0
Red : 6.0 < KW4
Bargraph Range : 0.0 – 10.0



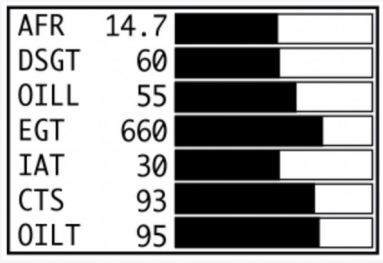

**M.1** : Misfire, Cylinder #1
White : M.1 < 6
Orange : 6 < M.1 < 12
Red : 12 < M.1
Bargraph Range : 0 – 25




**M.2** : Misfire, Cylinder #2
White : M.2 < 6
Orange : 6 < M.2 < 12
Red : 12 < M.2
Bargraph Range : 0 – 25




**M.3** : Misfire, Cylinder #3
White : M.3 < 6
Orange : 6 < M.3 < 12
Red : 12 < M.3
Bargraph Range : 0 – 25




**M.4** : Misfire, Cylinder #4
White : M.4 < 6
Orange : 6 < M.4 < 12
Red : 12 < M.4
Bargraph Range : 0 – 25

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**O.L** : Oil Level ( mm )
White : OILL > 55
Orange : 45 < OILL < 55
Red : 45 > OILL
Bargraph Range : 0 – 100 mm

**GBT** : Gearbox Temperature ( Celcius )
White : DSGT < 105
Orange : 105 < DSGT < 115
Red : 115 < DSGT
Bargraph Range : 0 – 125 C

**TNK** : Fuel Tank Level ( Liter )
White : FUEL > 10
Orange : 5 < FUEL < 10
Red : 5 > FUEL
Bargraph Range : 0 – 65 L

**BTR** : Target Manifold Pressure ( kpa )
Bargraph Range : -100 – 200 kpa

**TQ** : Calculated Torque ( Nm )
White : TQ < 250
Orange : 250 < TQ < 300
Red : 300 < TQ
Bargraph Range : 0 – 550 Nm

**THR** : Throttle Plate Opening Percent ( % )
Bargraph Range : 0 – 100 %

**STF :** Short Term Fuel Trim ( % )
Bargraph Range : -25 – +25 %

**ICA :** Intake Cam Actual
Bargraph Range : -25 – +25 %

**ICT :** Intake Cam Target
Bargraph Range : -25 – +25 %

**ECA :** Exhaust Cam Actual
Bargraph Range : -25 – +25 %

**ECT :** Exhaust Cam Target
Bargraph Range : -25 – +25 %

**LPF** : Low Pressure Fuel Pressure ( Bar )
White : Target – 0.5 bar < LPF < Target + 0.5bar
Orange : Target – 1 bar < LPF < Target + 1bar
Red : Target - 2bar < LPF < Target + 2bar
Bargraph Range : 0 – 7.0 Bar

**LPF** : Low Pressure Fuel Pump Duty ( % )
Bargraph Range : 0 – 100 %

**O.P :** Oil Pressure ( kpa )
Bargraph Range : 0 – 99 kPa

**FRP** : Fuel Rail Pressure / Rail Pressure ( Bar )
White : Target - 4bar < FPR < Target + 4bar
Orange : Target - 5bar < FPR < Target + 5bar
Red : Target - 10bar < FPR < Target + 10bar

**HP :** Horsepower ( HP )
Bargraph Range : 0 – 300 HP

**SMK :** Smoke Torque Limit ( NM )
Bargraph Range : 0 – 550 NM

**D.1 :** Injector #1 Deviation
Bargraph Range : -25 – +25 %

**D.2 :** Injector #2 Deviation
Bargraph Range : -25 – +25 %

**D.3 :** Injector #3 Deviation
Bargraph Range : -25 – +25 %

**D.4 :** Injector #4 Deviation
Bargraph Range : -25 – +25 %

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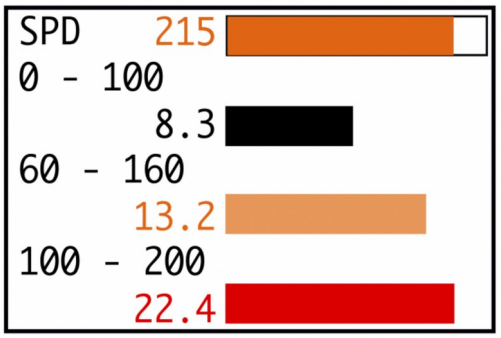
## 7) Performance Monitor Mode




**SPD** : Vehicle Speed
White : SPD > 180
Orange : 180 < SPD < 240
Red : 240 > SPD
Bargraph Range : 0 – 250 km/h

**0 - 100** : 0 – 100 km/h ( Time Counter )
White : timer < 10.0
Orange : 10.0 < timer < 20.0
Red : 20.0 < timer
Bargraph Range : 0 – 25.5 sec

**60 - 160** : 60 – 160 km/h ( Time Counter )
White : timer < 10.0
Orange : 10.0 < timer < 20.0
Red : 20.0 < timer
Bargraph Range : 0 – 25.5 sec

**100 - 200** : 100 – 200 km/h ( Time Counter )
White : timer < 10.0
Orange : 10.0 < timer < 20.0
Red : 20.0 < timer
Bargraph Range : 0 – 25.5 sec

Usage :
Time Counters Clear values when user select enter Performance Monitor Mode.
Counters get ready when vehicle speed is below to lower speed of the measuring range, and start counting after vehicle speed passes lower limit

eg. Vehicle accelerates from 59 to 61 km/h then 60 – 160 Performance timer starts counting. And when vehicle speed passes 100 km/h 100 – 200 Performance timer starts counting too.

Once timers are set and running, they will continue running either 25.5 seconds or vehicle speed reaches upper limit.

If vehicle speed reached 161 km/h 60 – 160 Performance timer stops and After vehicle reaches 201 km/h speed, 100 – 200 km/h timer.

When vehicle speed reaches upper speed of range measured Performance Timer value will be displayed and stored on screen.

If any of Performance timers reaches 25.5 sec limit, measuring will be ended and 25.5 sec will be shown on screen.

If users changes display mode, timers stop running and values will be reset to 0.0 secs.